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## CRAYFORD INVESTMENT LTD

LAND ADJACENT TO 1 RUSSET CLOSE,  
UB10 0ST

### TRANSPORT STATEMENT

December 2022

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Ref: File path P:\ P2793 Land Adjacent to 1 Russet Transport Statement December 2022

## 1.0 INTRODUCTION

- 1.1 Paul Mew Associates is instructed by Crayford Investment Ltd in relation to the proposed development at Land adjacent to 1 Russet Close, Uxbridge, UB10 0ST.
- 1.2 The application site's location is presented on a map in Figure 1 of this report.
- 1.3 The local planning and highway authority is the London Borough of Hillingdon (LBoH).
- 1.4 The development site is located off the Uxbridge Road, A4020. The A4020 Uxbridge Road runs from Southall to the east, and towards Hillingdon to the west.
- 1.5 The site currently consists of unoccupied land located in the south east corner of the cul de sac.
- 1.6 The site previously sought approval for the creation of three residential dwellings (one x two bedroom and two x one bedroom, studio flats) with two off-street car parking spaces accessed via new access under planning reference 68085/APP/2020/1046.
- 1.7 The Highways Department provided an initial reason for refusal for the scheme, relating to the proposed loss of on-street parking on Russet Close, copied herein for ease of reference:

*"The proposal would result in the loss of 3 parking spaces within Russet Close and fails to provide alternative off street parking provision, and therefore the development would result in additional pressure on on-street parking, in an area where such parking is at a premium, to the detriment of public and highway safety"*
- 1.8 Following further discussion with the Highways Department, the Highway Officer confirmed that no objection would be raised in light of the additional

information submitted in support of the proposal. The application was subsequently approved in May 2020.

- 1.9 The applicant now wishes to apply for planning permission relating to the provision of a three-storey building, creating two x semi-detached three-bedroom dwellings with two parking spaces. It is proposed a new dropped kerb is provided in line with the previously approved scheme.
- 1.10 The proposed site plan is presented in **Appendix B** of this report.
- 1.11 Uxbridge Road has a large array of amenities in close proximity to the site.
- 1.12 The roads adjoining the application site are not located within a Controlled Parking Zone (CPZ).
- 1.13 In terms of public transport, the site is well connected to bus and rail services. The site has a Public Transport Accessibility Level (PTAL) score of 2, indicating a 'moderate' score as defined by TfL.
- 1.14 This report is an updated version of the previous TS submitted with the approved scheme, amended based on updated planning drawings. This report has been prepared in order to assess the transport impacts of the proposed development.
- 1.15 Hillingdon pre-application advice was given on 12<sup>th</sup> October 2022 by London Borough of Hillingdon. It should be noted at this point in time two internal garages were proposed, in addition to two external off-street parking spaces. Relevant pre-application comments related to highways and transport include:

4. Highways

The development will be provided with 2 no onsite parking spaces and onsite cycle storage. However, no electric vehicle charging point will be provided.

The proposal site has a PTAL rating of 2 indicating that its access to public transport is poor suggesting that there will be a strong reliance on the private car for trip making. Russet Close is a cul-de-sac that leads off from the very busy Uxbridge Road, which contains 13 dwellings, with the road just under being 45 meters long with a width of 6 meters at its narrowest part. Parking along Russet Close is not part of any parking management scheme, though the highway is adopted. Parking is limited to the presence of vehicle crossovers and dropped kerbs. Uxbridge Road is located outside of Russet Close and forms part of the boroughs classified road network.

Planning law requires that applications for planning permission be determined in accordance with the development plan unless material considerations indicate otherwise. The published London Plan 2021

Policy T6.1 Residential Parking requires that development proposals must comply with the relevant parking standards. For a development of this type, a 2 x 3no. bedroom dwellings in a location with a PTAL ranking of 2 the maximum number of car parking spaces permitted would be 1no. per dwelling, the 2no. that proposed are in accordance with this policy. For the 2no. onsite parking spaces to be accommodated a wide enough vehicle crossover would have to be constructed. The submitted plans do not give details on any proposed vehicle crossovers, though information has been provided on how vehicles will manoeuvre into the spaces. For these manoeuvres to work at least 4no. parking spaces would have to be lost on Russet Close, this would have the result of increasing parking stress and road danger; that would come from vehicles being displaced and leaving less room for manoeuvring. This contradicts the published London Plan Policy T4 Assessing and mitigating transport impacts states that 'development proposals should not increase road danger'.

The 2no. onsite parking spaces will not be provided with any electric vehicle charging points. For this to be in accordance with the published London Plan 2021 Policy T6.1 Residential Parking it must have '20 per cent of spaces should have active charging facilities, with passive provision for all remaining spaces'.

Given the above, the Highway Authority would be unable to support this application as it stands, because it would not be in accordance with the published London Plan 2021 Policies T4 Assessing and mitigating transport impacts and T6.1 Residential Parking. The Highway Authority requires that the dimensions of parking spaces, carriageway and footway widths, pedestrian visibility splays and cycle bays and refuse collection and storage points, etc., should be shown and annotated on the deposited plans. Copies of all plans should be provided printable to scale at A3. Comments made at this stage in the process are entirely without prejudice to the views of the Planning Authority or advice that may be provided at a formal submission.

I.16 To summarise, the Officer has agreed that the provision of two parking spaces is

in accordance with policy. The Officer has questioned how many spaces will be lost due to the provision of the new dropped kerb accessing the site. It is suggested that four parking opportunities will be lost. This will be assessed further within this Document.

I.17 The officer has also stated that 20% of the parking spaces must have active charging points, with passive provision for all other spaces.

I.18 The following section outlines the policy relevant to the scheme.

## 2.0 POLICY REVIEW

2.1 A range of local, regional and national planning policies relating to the development have been examined as part of the preparation of this Transport Statement.

2.2 These include policies relating to the relationship between new development and transport, particularly regarding parking standards, vehicle crossovers and visibility splays. The relevant documents are set out in Hillingdon's Saved UDP Policies (November 2012) and Local Plan Part 2: Development Management Policies (adopted 16<sup>th</sup> January 2020).

### National Planning Policy Framework

2.3 The National Planning Policy Framework (NPPF) 2021 states as follows with regards to the setting of car parking standards for new development:

*"107. If setting local parking standards for residential and non-residential development, policies should take into account:*

- a) the accessibility of the development;*
- b) the type, mix and use of development;*
- c) the availability of and opportunities for public transport;*
- d) local car ownership levels; and*
- e) the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.*

*108. Maximum parking standards for residential and non-residential development should only be set where there is a clear and compelling justification that they are necessary for managing the local road network, or for optimising the density of development in city and town centres and other locations that are well served by public transport (in accordance with chapter 11 of this Framework). In town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists."*

## London Borough of Hillingdon (LBoH)

2.4 The Hillingdon 'Local Plan' takes forward many of the key objectives of the Sustainable Community Strategy. The Council intends to divide the Hillingdon Local Plan into two parts. The first part the 'Hillingdon Local Plan: Part 1- Strategic Policies' was adopted on 8 November 2012. The Hillingdon Local Plan: Part 1- Strategic Policies is the first and most important document that sets out the key elements of the planning framework for the Borough over the next 15 years.

### Local Plan Part Two: Development Management Policies (DMP) (2020)

2.5 The Local Plan Part Two sets out the main considerations on which planning applications are decided.

2.6 Policy DMT 6 of the Council's DMP sets out car parking standard requirements in the local area:

#### *"Policy DMT 6: Vehicle Parking*

*A) Development proposals must comply with the parking standards outlined in Appendix C Table 1 in order to facilitate sustainable development and address issues relating to congestion and amenity. The Council may agree to vary these requirements when:*

*i) the variance would not lead to a deleterious impact on street parking provision, congestion or local amenity; and/or*

*ii) a transport appraisal and travel plan has been approved and parking provision is in accordance with its recommendations.*

*B) All car parks provided for new development will be required to contain conveniently located reserved spaces for wheelchair users and those with restricted mobility in accordance with the Council's Accessible Hillingdon SPD."*

2.7 The car parking standards outlined within Appendix C table one of the aforementioned document are extracted on the following page:

CAR AND OTHER VEHICLE PARKING	BICYCLE PARKING
MAXIMUM REQUIREMENT	MAXIMUM REQUIREMENT
<b>(1 space per sqm of gross floorspace unless otherwise stated)</b>	
DWELLINGS WITH CURTILAGE	
<b>2 spaces per dwelling</b>	<b>(a) 1 per 1 or 2 bed unit.</b> <b>(b) 2 per 3 or more bed unit</b>

2.8 For residential development (Use Class C3) the maximum car parking standards are two spaces per dwelling. In providing one space per dwelling, the proposals are in accordance with the maximum requirement.

#### The London Plan 2021

2.9 At the regional level the Mayor's London Plan (2021) is the document which sets out the overall strategic plan for London, setting out an integrated economic, environmental, transport and social framework for the development of London over the next 20-25 years.

2.10 In terms of guidance for parking standards, The London Plan outlines maximum parking standards within Table 10.3, copied herein for ease:

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

2.11 In line with the London Plan, proposed three-bedroom dwellings with a PTAL score of 2 within outer London can provide up to a maximum of one space per dwelling. In providing one space per dwelling, the proposals are in line with the London Plan.

### 3.0 SITE ACCESSIBILITY

- 3.1 The application site is reasonably well served by existing amenities in close proximity to the site along Uxbridge Road. There are a large amount of shops, including a Tesco Express, pharmacy, Polish supermarket, meat wholesalers, off license, card shop and nationwide bank. Ed - any schools, nurseries, doctors, etc nearby?
- 3.2 The site is therefore within a reasonable walking distance of a wide variety of shops, services and amenities which will be readily accessible to future residents and thus reduce the need to travel.
- 3.3 In terms of public transport, in order to demonstrate the accessibility attributes of the application site in the context of its surroundings, an accessibility audit and a public transport accessibility level (PTAL) assessment have been undertaken.
- 3.4 The PTAL system, widely used by local authorities and the Greater London Authority (GLA), assigns a 'score' to any given location based on the level of public transport accessible from the site within reasonable walk distances and wait times.
- 3.5 The level of available public transport at a point of interest in London is quantified and measured using Transport for London's (TfL) PTAL model.
- 3.6 TfL provides an online GIS-based PTAL tool on their website. The GIS-based PTAL tool uses spatial data such as point data files (e.g. bus stops) and vector files (e.g. walking network) to give a specific point of interest's Public Transport Accessibility Index (PTAI) and PTAL score.
- 3.7 TfL's online GIS-based PTAL tool was used as a basis to research the application site's PTAI and PTAL score. The results indicate that the application site has a PTAL score of 2 which is a 'poor' accessibility rating as defined by TfL. The full PTAL output file is presented in **Appendix B**.

3.8 Despite the site's 'poor' accessibility rating the area adjoining the application site is well served by reasonable public transport links.

3.9 A total of four bus services with high hourly service frequencies can be accessed from stops within around 350 metres of the application site.

3.10 The closest bus stop to the site is located on Uxbridge Road (stop West Drayton Road) approximately 170 east of the site. The stop provides access to routes 427 and 607. In addition to this stop, there is also a bus stop located approximately 350 metres south east of the site which provides access to routes H98 and U7.

3.11 **Table 1** below presents a summary of the bus services which can be accessed from the site.

**Table 1: Bus Services**

Route	Destinations	VPH	Distance
H98	Hayes End Kingsway - Wood End - Hayes - Harlington - Cranford - Hounslow West - Hounslow	7.5	350m
607	Uxbridge - Hayes End - Southall - Hanwell - Ealing - Acton - Shepherd's Bush - White City	6	170m
427	Uxbridge - Hayes End - Southall - Hanwell - Ealing - Acton	7.5	170m
U7	Hayes Sainsbury's - Wood End - Charville Lane - Goulds Green - Colham Green - Kingston Lane - Uxbridge	2	350m

Source: TfL

3.12 The walk routes to nearby bus stops are therefore very direct and straightforward. Footpaths within proximity to the site appear to be well lit, sufficiently wide and in a reasonable state of repair.

3.13 The site is located close to Uxbridge Road which is not on any prescribed cycle route but does possess a designated cycle lane.

3.14 The following chapter sets out the results of the baseline overnight parking surveys.

#### 4.0 PARKING PROVISION & DEVELOPMENT IMPACT

4.1 The proposal comprises of the development of two x three-bedroom residential dwellings. Two x off-street car parking will be provided under the proposals.

4.2 In order to assess the impact of the proposed development on the streets in proximity to the site, parking provision/uptake projections have been made, using the local census data.

##### Census Data

4.3 To further assist the application of the standards and to project the actual demand for parking generated by residential development of this nature in specific parts of the Borough, local census data from the most recent survey in 2011 has been researched.

4.4 The 'Middle Layer Super Output Area' has been selected to reflect a minimum size of 5,000 residents and 2,000 households adjoining the development site, thus giving an accurate reflection of car ownership levels in the immediate locality.

4.5 **Table 4** presents the 2011 car or van ownership census data for all dwellings within the area adjoining the site.

**Table 4. Middle Output Area; Car or Van Ownership Data: All Dwellings**

Car or van availability	Middle Layer Super Output Area	
	Hillingdon 019	
	Count	%
All Categories: Car or Van Availability	2968	100%
No cars or vans in household	810	27%
1 car or van in household	1323	45%
2 cars or vans in household	642	22%
3 cars or vans in household	137	5%
4+ cars or vans in household	56	2%

Source: Office for national statistics

Some arithmetic errors due to rounding's

4.6 The census data shows that in the surrounding area 27% of dwellings do not have a car, 45% have one car and 28% have two cars or more. **Table 4** sets out predicted car or van ownership levels for the proposed three flats.

**Table 4. Car Ownership Projections**

Cars Per Household	%	Proposed No. Dwellings (2)	Total Cars
No cars or vans in household	27%	0.55	0.00
1 car or van in household	45%	0.89	0.89
2 cars or vans in household	22%	0.43	0.87
3 cars or vans in household	5%	0.09	0.28
4+ cars or vans in household	2%	0.04	0.15
<b>TOTAL</b>	<b>100%</b>	<b>2</b>	<b>2.2</b>

Notes:

% = the middle layer car ownership data  
Two dwellings = the proposed development  
Total Cars = the projected parking demand  
Some arithmetic errors due to rounding's

4.7 Applying the Middle Layer Super Output Area car or van ownership census data, the two proposed dwellings can reasonably be expected to generate a demand for two parking spaces.

### Development Impact

4.8 As part of the previously approved scheme three end on bays will be lost on Russet Close to accommodate a new drop kerb and the two off-street parking spaces. The new newly proposed dropped kerb is 4.5 metres wide.

4.9 In order to assess how much parking will be lost, vehicle swept path analysis of the proposed layout has taken place, which can be seen within Figure 2. The Figure shows that two on-street parking opportunities will be lost due to the proposals. The Figure also shows that typical family saloon cars can access each of the proposed parking bays.

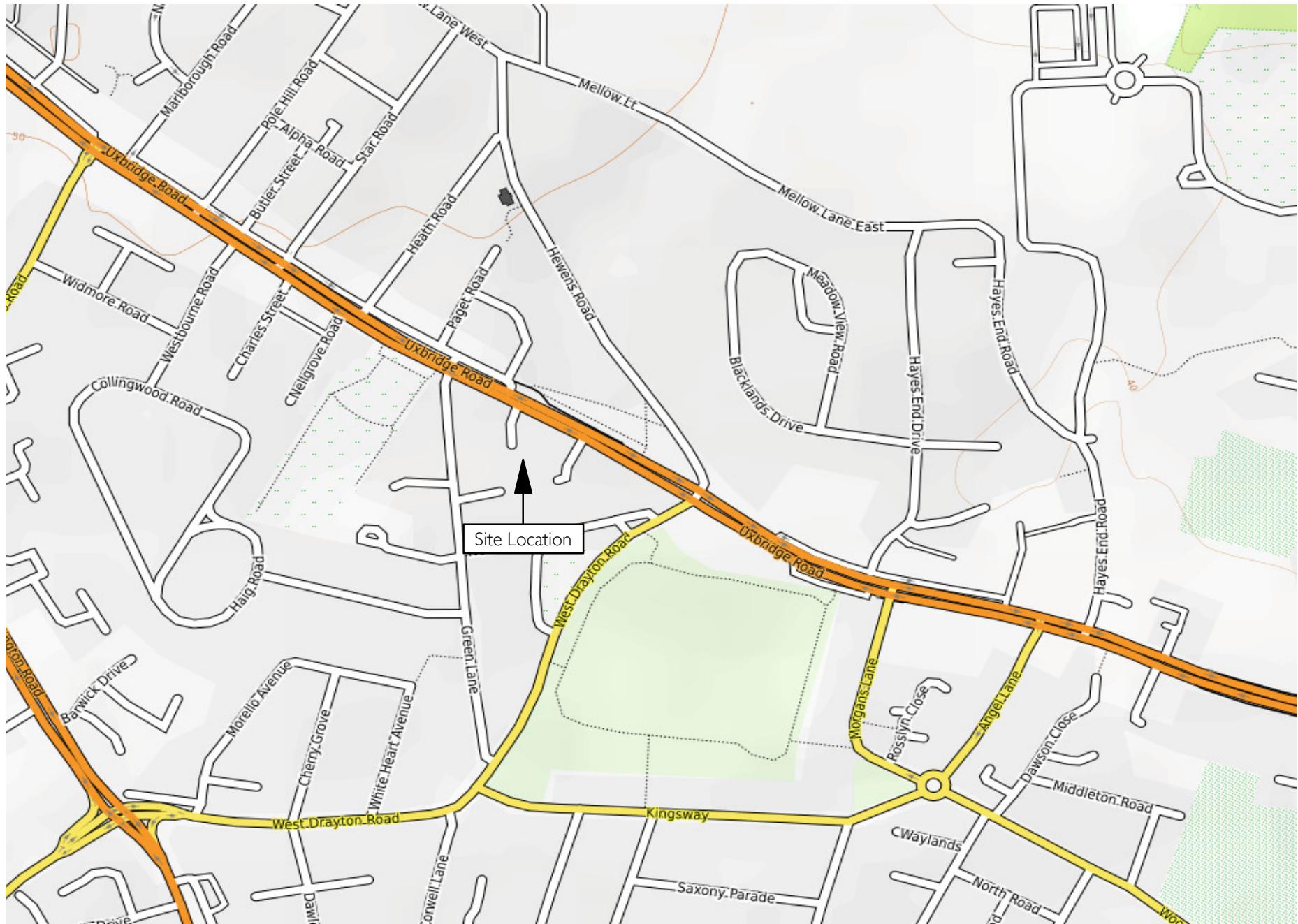
4.10 It should be noted that one of the existing parking opportunities is in close proximity to the existing dropped kerb currently serving number 1.

- 4.11 Taking the previously approved scheme into consideration, the impact of the newly proposed scheme will be less than the previously approved one. The parking demand for the two dwellings proposed will be less than the previously approved three. In addition, the design of the dropped kerb will lessen the impact on the adjoining parking opportunities.
- 4.12 The newly proposed scheme will therefore have a positive impact on parking demand when considering the previously approved scheme.
- 4.13 Parking spaces are not delineated with markings, the figure represents how vehicles typically parked as part of the previous parking survey.
- 4.14 It should also be noted that the layout of Russet Close will improve under the proposals.
- 4.15 In summary, the proposed development will create less demand for parking than the previously approved scheme and the design of the dropped kerb will lessen the impact on existing parking levels.

## 5.0 SUMMARY

- 5.1 This report has been prepared in relation to a planning application to the London Borough of Hillingdon.
- 5.2 The proposal seeks to create two x three-bedroom residential dwellings. The proposal will provide two off-street car parking spaces, which is within the maximum standards set out by Hillingdon Council and The London Plan.
- 5.3 As part of the proposals two end on bays will be lost on Russet Close to accommodate the new drop kerb and the two off-street parking spaces. This is an improvement on the previously approved scheme, which would see three spaces lost on street.
- 5.4 Taking local census data into account, the site would generate a parking demand for two vehicles. As the proposals are to provide two off-street parking spaces there would be no overspill into the surrounding parking network. This demand is in line with the previously approved scheme.
- 5.5 When taking the previously approved scheme into consideration, the development proposal will therefore have an insignificant impact on the adjoining highway in terms of parking capacity and neighbouring amenity.

## FIGURES



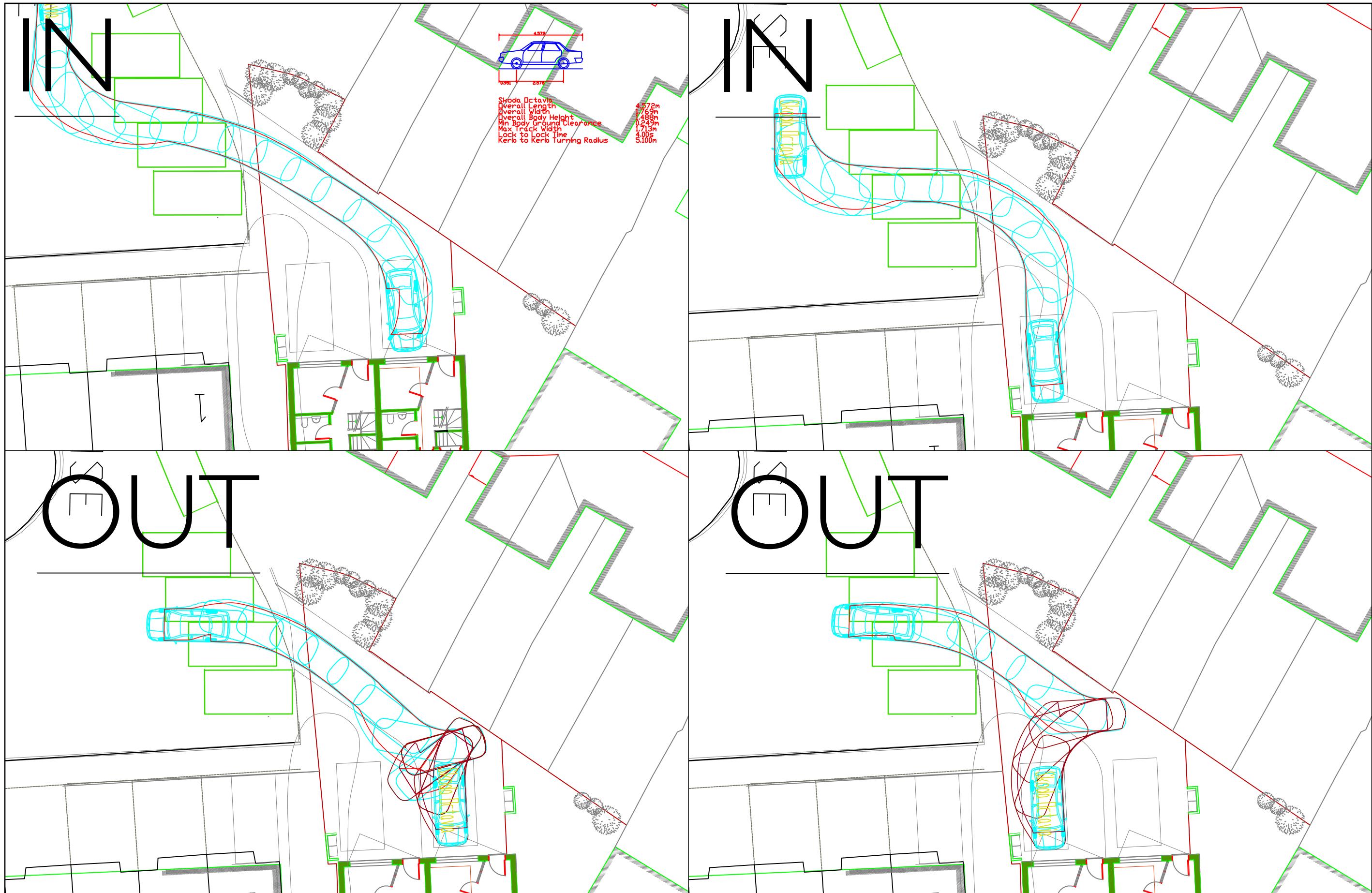
Date: December 2022  
Scale: NTS  
Source: Google Maps  
Drawing No: P2189/TS/01



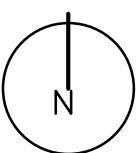
P2793: Land Adjacent to 1 Russet Close, Uxbridge, UB10 0ST  
Figure 1.  
Site Location.



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Date: Dec 2022  
 Scale: 1:200@A3  
 Source: Ordnance Survey  
 Drawing No. P2793/TS/2

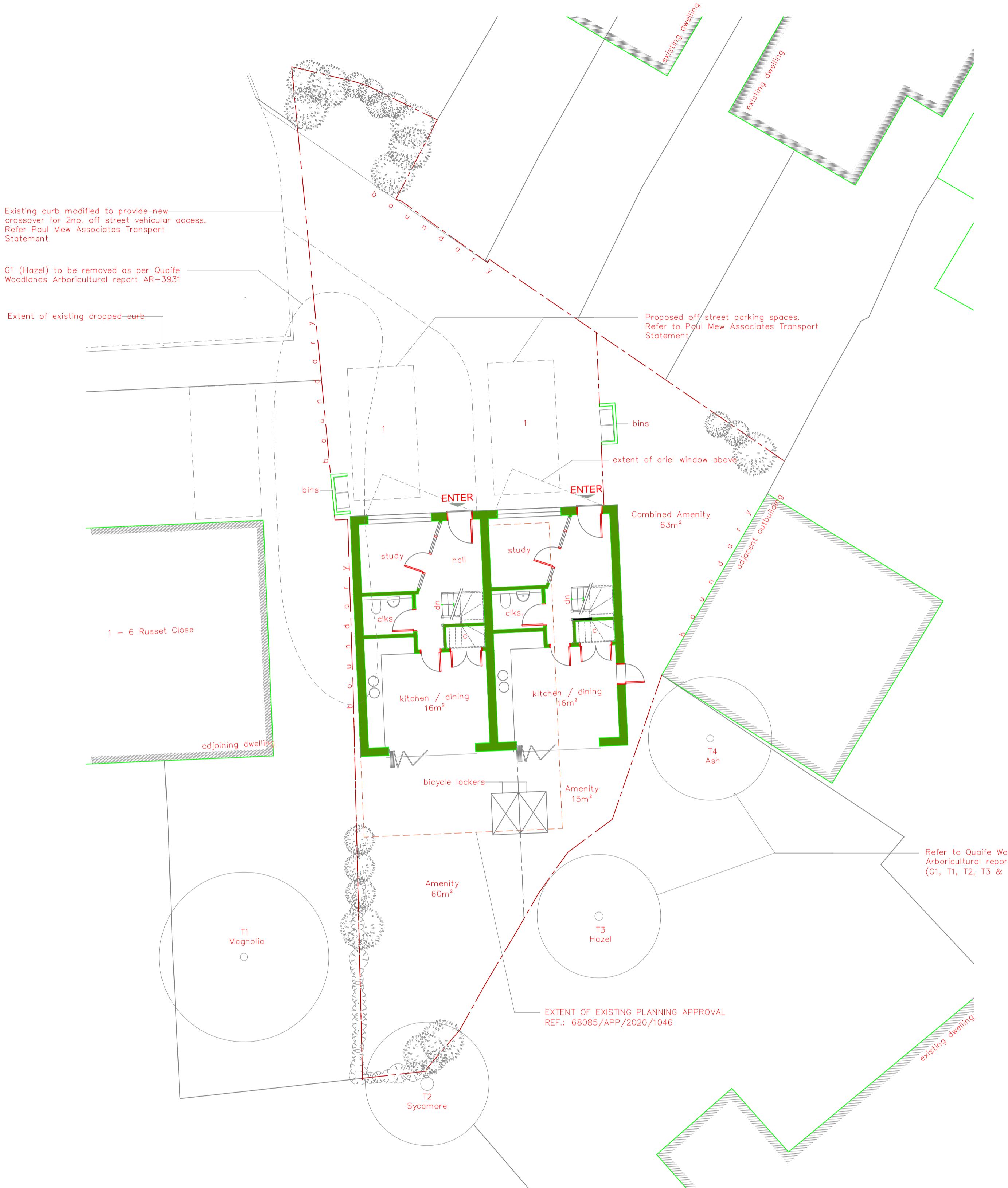


P2793 Land Adjacent to Russet Close  
 Figure 2.  
 Vehicle Swept Path Analysis: Family Saloon Vehicle Accessing Parking Spaces

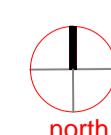
  
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**APPENDIX A**  
Proposed Site Plan

# PLANNING



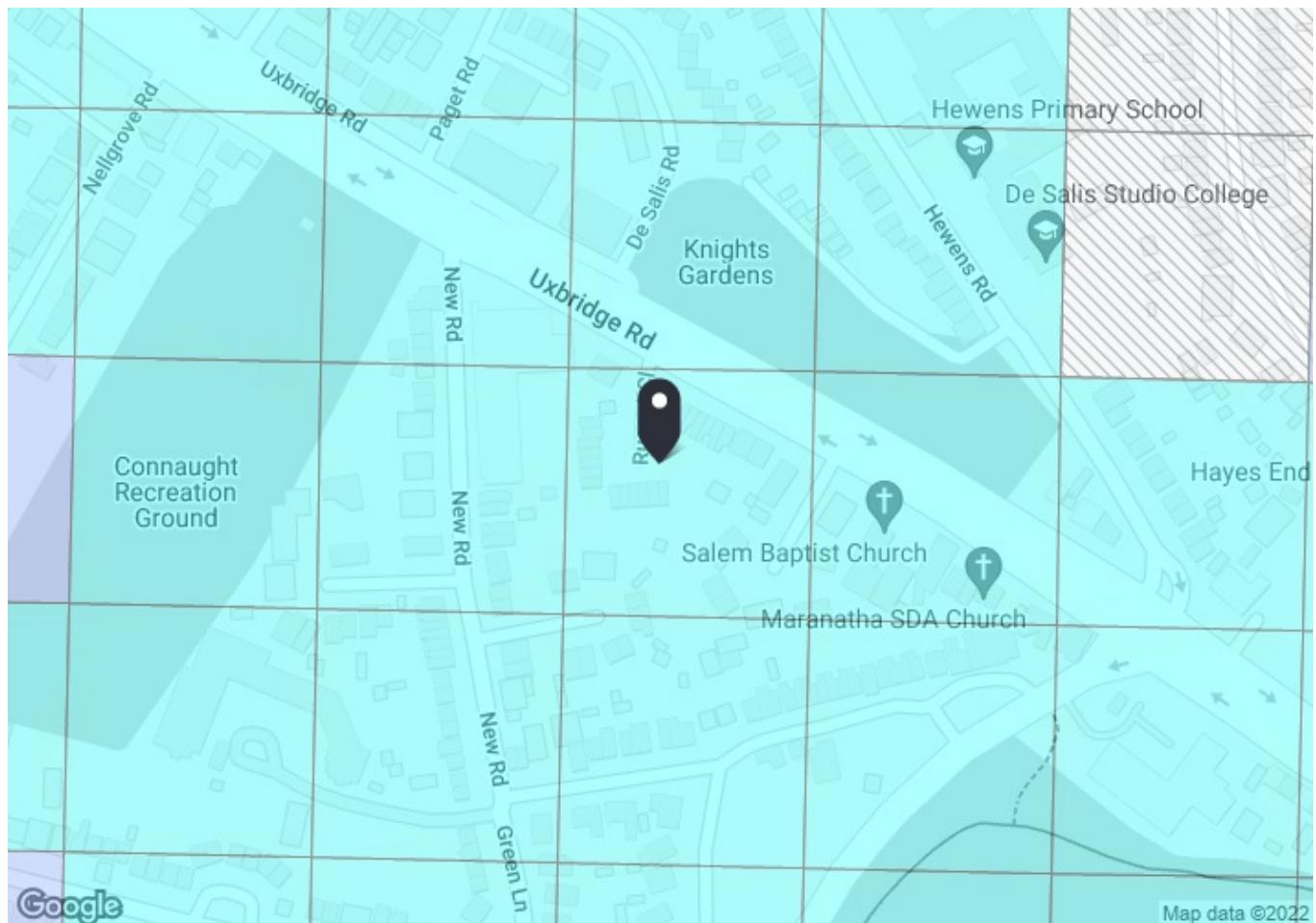
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0 1 2 3 4 5 6 7 8 9 10 [m]



drawing notes All rights reserved in chapter IV of the Copyright Designs & Patents Act 1988 have been generally asserted. This Drawing must not be scaled; only figured dimensions should be used. If there are any discrepancies, or contradictions between this and other information, it should be brought to the Architect's attention.			
client: Mr P Hossain		project: Land adjacent to 1 Russet Close, Uxbridge UB10	
drawing title: PROPOSED GROUND FLOOR PLAN			
date: Nov. 2022	scale: 1:100 @A2 1:200 @A4	project no.: AA.2022.005	drawing no.: 03.01

APPENDIX B  
PTAL Export

APPENDIX C



#### PTAL output for 2021 (Forecast) 2

1 Russet Cl, Uxbridge UB10 0ST, UK  
Easting: 508234, Northing: 182056

Grid Cell: 88165

Report generated: 28/11/2022

#### Calculation Parameters

Day of Week	M-F
Time Period	AM Peak
Walk Speed	4.8 kph
Bus Node Max. Walk Access Time (mins)	8
Bus Reliability Factor	2.0
LU Station Max. Walk Access Time (mins)	12
LU Reliability Factor	0.75
National Rail Station Max. Walk Access Time (mins)	12
National Rail Reliability Factor	0.75

#### Map key- PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

#### Map layers

PTAL (cell size: 100m)

## Calculation data

Mode	Stop	Route	Distance (metres)	Frequency(vph)	Walk Time (mins)	SWT (mins)	TAT (mins)	EDF	Weight	AI
Bus	UXBRIDGE ROAD HEWENS RD	427	229.84	7.76	2.87	5.86	8.74	3.43	1	3.43
Bus	UXBRIDGE ROAD HEWENS RD	607	229.84	6.21	2.87	6.83	9.7	3.09	0.5	1.55
Bus	HAYES END WEST DRAYTON R	H98	369.77	7.76	4.62	5.86	10.49	2.86	0.5	1.43
Bus	HEWENS RD UXBRIDGE RD	U7	351.02	2.07	4.39	16.49	20.88	1.44	0.5	0.72
Total Grid Cell AI:										7.13